

◦ *"Going Home"* ◦

Minnesota Transportation Museum

MINNEGAZETTE

January/February 1985

About the Cover

Going Home. Northern Pacific 4-6-0 steam engine No. 328 hauled a freight train through the Taylors Falls, Minn. area in the fall of 1940 as depicted in this color painting by MTM member **Ray Schmitz**. The painting is rich in the autumn colors of yellow, orange and brown. The painting is on display at Gallery II, an art shop on the second floor of

Bandana Square in St. Paul, until Feb. 28.

To fill the image area of our cover, we cropped the painting slightly. The true proportion of this fine painting is shown elsewhere in this issue, along with information on how you can order a full color 16 by 20-inch lithograph of *Going Home* for your very own.



MTM members John Larson (in polka-dot hat), Bonnie Barker (on John's left) and Judi Kaper mixed up material and poured it into the molds for NP steam engine 328's arch brick at the Minnesota Transfer roundhouse in St. Paul on Oct. 17. Three pieces of the arch brick (which diverts and slows down the fire's heat in the boiler firebox) broke off during Stillwater operations on Oct. 13 and had to be replaced before the trip to Northfield on Oct. 20. After the new bricks were put in the firebox, they had to be "cured" with a slow, low heat fire on Oct. 19. And we made it in time! Photo by Bob Ball.

Calendar of Events

NOTE: Railroad operations schedule to be announced next issue.

Jan. 22: General membership meeting, Minnesota Historical Society, St. Paul.

Jan. 26: Model Railroad Flea Market, Woodbury Senior High School.

Feb. 9/10: Model Railroad Show, Northtown Shopping Center, Blaine.

Feb. 16/17: Mid-Winter Steam Spectacular, Mid-Continent Railway Museum, North Freedom, Wis.

March 26: General membership meeting, Har Mar Mall auditorium, Roseville.

May 25: Como-Harriet Streetcar Line opens 15th season; runs daily until Labor Day, Sept. 2.

May 28: General membership meeting, Prudential Life Insurance Co., Minneapolis.

July 23: General membership meeting, location to be announced.

Sept. 2: Como-Harriet Streetcar Line ends daily service; runs weekends only in September and October.

Sept. 24: General membership meeting, location to be announced.

Oct. 27: Scheduled end of Como-Harriet Streetcar Line operations for 1985.

Nov. 26: Annual membership meeting and election of officers for 1986; location to be announced.

Membership Meeting Jan. 22

The next general membership meeting is at 7:30 p.m. on Tuesday, January 22 at the Minnesota Historical Society at 690 Cedar St. (next to the State Capitol) in downtown St. Paul.

An advantage of holding a meeting at this location is a chance to see rare Minnesota Historical Society films normally unavailable for viewing outside the building. One such film is on the Jan. 22 program.

The Society will show a 16mm movie filmed by the late pioneer Stillwater photographer John Runk that contains scenes of railroad and streetcar operations in the Twin Cities from the 1930s to the '50s. Scenes include '30s shots of the old streamliners, Minneapolis streetcars and Northern Pacific steam engine 328 being placed in a Stillwater park in 1954 after retirement from service. This print is known to be the only one in existence. Be sure and join us Jan. 22 for this extraordinary program!



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

Fred Rhodes, Minnegazette
10409 Nicollet Circle
Bloomington, MN 55420

MTM Board Reelected for 1985

The entire 1984 MTM Board of Directors was reelected by unanimous vote by the membership at the Annual Meeting at the Burlington Northern auditorium in downtown St. Paul on Nov. 27.

President
Executive Vice President
Vice President, Railroad
Vice President, Traction
Vice President, Public Relations
Secretary
Treasurer

Gayle Bromander
Eugene Corbey
Bernard Braun
Donald Westley
Jeffrey Haviland
Patricia Campion
Russell Olson

In accordance with the By-Laws, up to six additional "At Large" directors can be appointed to serve on the board. MTM currently is selecting these additional directors and superintendents for the various MTM projects. A new organization chart illustrating the new MTM officers will be published in a future **Minnegazette**.

The members in attendance at the meeting also elected the 1985 Nominating Committee: **Wendell Gilkerson, Frank Sandberg and Ken Snyder**. It will be their duty to recommend candidates for election at the next annual meeting in November 1985. If any member in good standing is interested in becoming a board member in any of the above positions in 1986, please contact one of the Nominating Committee members.

Our meeting in the beautiful auditorium in the Burlington Northern building at 176 E. 5th St. was probably our last at that location. BN has sold the building and had planned to vacate the premises by Jan. 1, 1985. The new owners are willing to lease the auditorium to us but at a fee considerably higher than what BN charged--which was nothing! MTM wishes to thank **Burlington Northern Railroad** for their generosity in allowing the museum free use of its auditorium on several occasions in past years.

Looking for free meeting rooms

It is becoming increasingly difficult to find free meeting space in which to hold our bi-monthly general membership meetings. We are still lining up locations for 1985. If anyone knows of a location in the greater Metropolitan area where we can hold a meeting for free or at a very nominal charge, please call **Gene Corbey** at 488-5254.

The meeting hall ideally should be "close in," able to seat up to 100 members, have ample free parking nearby and preferably contain a P.A. system and a large screen on which to show slides and movies. Until that day arrives when we can have meetings in *our own museum building* (the Jackson Street Roundhouse?), we'll have to meet wherever we find a door open. Not too many years ago, we held a summer general membership meeting aboard streetcar 1300 at Lake Harriet which included a slide show with the screen set up in the front vestibule. This museum always finds a solution to a problem.



1985 MTM Dues Second Notice

Now is an opportune time to renew your membership privileges in MTM. Since you no doubt have enjoyed your affiliation during the past year and in many instances throughout previous years, extending your membership into 1985 at this time will assure your enjoyment of many good things to come.

As you know, MTM is truly a non-profit organization, never having received a single dollar of government subsidy in 23 years of progress and recognized nationwide by the transportation industry and other museums as a responsible organization having sound management and a dedicated membership.

Your dues covers the complete production and mailing costs of the prestigious **Minnegazette** magazine which in 1984 averaged about \$1.35 per copy. With the projected Postal increase it will reach about \$1.50 per copy in 1985. Balance of dues is an essential source of funds for maintenance and restoration of many worthwhile pieces of historical equipment selectively rescued by MTM in basically good shape. Since the demise of Como Shops in August 1982, acquisition of new permanent shop facilities is still being diligently pursued with 1985 now appearing to bring us closer to success.

For your convenience, a dues renewal form is enclosed to simplify your renewal response. About 20 percent of our current total record membership of 746 members are already paid through 1985 or beyond so check your MTM membership card for an expiration date. If it reads December 31, 1984, then now is the time to renew. Relax with a paid-up membership for the full year of 1985.

Mail dues payment, with your check made out to the Minnesota Transportation Museum, to **Raymond R. Bensen Sr.**, Membership Secretary, 4832 York Av. S., Minneapolis, MN 55410.

Thank you for your prompt response.

Raymond R. Bensen Sr.
Membership Secretary

1984 -- A Very Good Year for MTM

The year 1984 brought a lot of problems and disappointments. However, I believe the good things far outweighed the bad ones. You all know the bad things, but I would like to recall some of the good things.

Traction Division

Let's start out at the Como-Harriet Streetcar Line. We had a good year for riders and on real busy days, we were able to put two cars on the line. We finished our new storage barn the last week of November, a great step forward for the streetcar line.

And last, but not least, we were able to move our 1893 Duluth LaCleda No. 78 car body from an outside storage

yard to the new barn. Also, the 18-foot truck for No. 78 was moved from a warehouse in Edina to complete its trip from Milwaukee, Wis. that started over two years ago. I say well done to Don Westley and his gang.

Railroad Division

On the Railroad Division, for the first time, we were able to start the season off with a bang with a steam trip to Hudson, Wis. in May for National Transportation Week. And we had enough passenger cars on the train.

Most of our passenger runs made money. By zeroing in on the more successful trips and giving them even

more publicity with our new expanded Public Relations Dept., we should do even better in 1985. We also should have more cars ready for 1985. MTM soon will have its own ex-CB&Q "Doodlebug" (a self-propelled passenger car) ready for operations on the Stillwater line.

Stillwater Division

Our new Stillwater line was very successful in its first year of operation. MTM carried a lot of people in operations there and it worked out well.

The successes take a lot of planning. Please lend your hand in '85.

Eugene Corbey
Executive Vice President



New Car barn, Arrival of No. 78 Cap CHSL Season

The Como-Harriet Streetcar Line completed its 14th consecutive season of museum operations on one mile of track between Lake Harriet and Lake Calhoun in southwest Minneapolis.

Revenue service on the line began on Saturday, May 19, for National Transportation Week, and continued through Sunday, September 16 when it shut down six weeks early for car barn construction. Streetcars TCRT 1300 and DSR 265 were rotated on a two-week interval this season to minimize disruption of maintenance activities. Rotation was carried out on Wednesday evenings to allow for involvement by vehicle maintenance personnel who normally work on the cars on that evening.

Attendance

Our streetcars operated on 106 days and completed 1,580 trips over the line and carried 39,751 passengers this operating season. The average daily count was 349 passengers for regular service and 71 for charter service. Monthly passenger counts were about average when compared with prior seasons as shown in the 14-year table below. The breakdown of car usage is as follows.

Two-Car operations

Scheduled two-car operations were conducted on Memorial Day weekend, 4th of July weekend and Labor Day weekend. All three events enjoyed favorable weather that was characteristic for the entire season. These holiday weekends yielded passenger totals of 3,048, 1,583 and 1,697 respectively.

Car	Trips	Charter Passengers	Regular Passengers	Total Passengers
1300	865	1488	18716	20,204
265	715	1231	18316	19,547

	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984
April	0	0	0	0	0	0	461	150	0	314	0	12	50	0
May	0	5631	3540	5087	4208	3888	4711	3396	3557	7290	5834	4448	2724	4063
June	0	13015	9970	11496	7692	10717	12320	8839	10197	11879	9642	10805	9432	9278
July	0	15083	14042	11703	11190	12271	15548	12533	18014	15173	14504	14614	13796	14112
August	3693	3563	7737	9117	10599	10250	11854	8003	10310	10994	13007	11838	10249	9109
Sept.	10681	5155	7037	4428	2288	3405	4819	4040	6362	3787	5328	4282	4021	3189
Oct.	4644	1826	2071	590	2117	1388	2081	1873	2243	1733	2732	2243	2038	0
Nov.	0	0	0	0	432	0	0	0	609	150	0	0	0	0
TOTAL	19018	44273	44397	42421	38526	41919	51794	38834	51292	51320	51047	48242	42326	39751

GRAND TOTAL: 604,160 passengers (since August 28, 1971)

Since 1978, the totals include charter passengers. The grand total is higher than stated because charter passengers counts were not included in total passengers carried prior to 1978, Pre-1978 charter counts are unknown.

Service suspended after close of operations on Sept. 16, 1984 for construction of third car barn.

This year, foremen in charge of daily operations were allowed to add a second car into revenue service at their discretion if it could be manned and passenger demand was heavy. These unscheduled two-car operations added considerably to our passenger totals. The heaviest was on Sunday, July 15 when we carried 1,134 passengers.

In addition, modified two-car operations were carried out on some Wednesday evenings (Aug. 1, 15, 28, Sept. 3) when bi-weekly car rotation took place. One car would make a few runs (rotate) and then the other car would make the last runs.

Special events this season, including Linden Hills Days, National Transportation Week, and Summer Pleasures activities were successful and, as in years past, continue to promote favorable public and community attention to our museum.

Maintenance

Car operations proceeded without interruption this season largely due to the efforts of a small, talented and dedicated maintenance crew that performed repair and routine servicing on a regular weekly basis. The track overhead crew also contributed to smooth operations with their continued adjustment and improvement of overhead lines and its associated support system.

The track is in good condition and required very little attention this year. The notorious Linden Hills Weed Whip Dynamic Duo (**Mike Buck** and **Roy Harvey**) was once again successful in controlling the continual encroachment of wild flora on the right of way, resulting in appearance of golf course standards along the line. Careful grooming of the loading platform area at 42nd St. by our gardeners resulted in a pleasing summer flower display that enhanced our line and drew many compliments.

Safety and training

The division's training and safety program preceded the operating season with instruction and certification of new operators, and recertification of qualified members. This program has evolved over the last few years to become an excellent well-organized system of instruction that is critical to the safe operation of the Como-Harriet Streetcar Line.

Any organization or activity that involves public transport must make every effort to undertake this function in the safest and most responsible manner possible to avoid any accidents or incidents that might jeopardize public confidence in our museum activities.

The directors and officers of this organization, under advisement of judicial and legal council, are well aware that this responsibility is the most critical factor that is necessary for our continuing existence as a museum. The Como-Harriet Streetcar Line owes gratitude to the individual who took it upon himself to initiate and organize the present program which definitely has been a key factor in maintaining our safe operation at Lake Harriet.

New car barn

The car barn is complete and secure. Duluth streetcar 78 has been moved into the new barn for the winter and restoration can proceed. Power wiring for the maintenance barn is in operating condition. Wiring and lighting in the new barn should be accomplished by the end of the year.

Payment for the construction will be completed in full as soon as the remaining contract agreement details are finished. Due to the successful efforts of the Car barn Fund Drive, we will be able to maintain restoration

activities without interruption. Successful negotiations with our City Council Representative and the Parks Department resulted in two other major improvements to the car barn site -- repair of the crumbling retaining wall next to the new car barn and the restoration of the stairway beside the Linden Hills bridge (the steps and railing damaged by a wayward Cadillac).

Thank you, people

The Como-Harriet Streetcar Line reputation for professional and reliable service to the public has been continued, thanks to the cooperation and enthusiasm of our participating membership. Outstanding individual efforts on the part of people that took responsibility to accomplish the many details necessary for maintaining this high quality operation has resulted in another truly fine season.

Cashiers

Ray Bensen Sr.
Mike Buck
John Prestholdt

Ken Snyder
Walt Strobel
Don Westley

Superintendent for
Overhead Maintenance

Bill Cordes

Superintendent for
Card/Brochure
Inventory Control

Duane Hassig



Duluth streetcar 265 carried some of its total 1984 count of 19,547 passengers to Lake Calhoun Station on a nice day this past summer. Photo by Aaron Isaacs.

Superintendent for
Vehicle Maintenance

Neil Howes

Superintendent for
Training & Safety

Mike Buck

Superintendents for
Scheduling

Foremen, Regular Operations

Lyle Vogt

Operators, Regular Operations

Lorraine Nilsen

Charter Operations

Judy Sandberg

Roadmaster

George Isaacs

Passenger Statistics

John Prestholdt

Foremen

Casey Bensen	Ted Kane
Ray Bensen Sr.	Loren Martin
Bernie Braun	Bob McNattin
Bruce Brunette	Carol McCarthy
Mike Buck	Charles McCarthy
Pat Campion	Dave Norman
Gene Corbey	Gary Neunsinger
Bill Cordes	George Obermeyer
Bob Dumas	Norm Podas
Phil Epstein	John Prestholdt

Dave Ferch
Bill Graham
Roy Harvey
Scott Heiderich
Dale Hromadko
George Isaacs

Operators

Earl Anderson
Keith Anderson
Dave Barnette
Larry Beyer
Herb Bodlund
Jeff Braun
Harold Dalland
John DeWitt
John Dillery
Blair Dollery
Jeanne Freeman
Dave Gepner
Steve Glischinski
Nils Halker
Jay Halvorson
Jim Harrison
Steve Harrod
Ken Holley
Walt Hotvet
Doug Hultgren
Aaron Isaacs
Gust Jessen
Alvin Johnson
Karl Jones
Corbin Kidder

Don Westley
Vice President, Traction

Frank Sandberg
Judy Sandberg
Ken Snyder
John Stein
Walt Strobel

Rick Krenske
Bob Kruse
Brian Krynsinski
Dick Levering
Bob MacNie
Jerry Martin
Margorie Meyers
Bob Mirick
Lorraine Nilsen
John Nordale
Ray Norton
Bill Olsen
Greg Olson
Richard Olson
Russ Olson
Steve Olson
Fred Rhodes
Steve Sandberg
Larry Schreiber
Bob Schumacher
Mike Walman
Terry Warner
Don Westley
John White
Robert Wise

Grunt crews

The Como-Harriet Streetcar Line operation is highly regarded by the public that rides it or watches it make its way between the lakes. What the public sees are well-trained car crews, well-dressed and making the operation very professional.

Supporting this positive impression is the excellent "grunt" work performed by the track crews, wire crew, flower garden crew, grounds crew and car maintenance crew. These are the museum members who volunteer to do the physical work to keep our site clean, pleasing to the eye and, above all, operating safely. This type of work requires one to think once in a while, hence the term.

In recognition of their contribution to the success of the Lake Harriet operation, I want to list the various crews and their grunts.

Car Maintenance

Neil Howes	Ray Bensen Sr.
Larry Schreiber	Ted Kane

Garden

Mary Jones	Karl Jones
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Overhead Wire

Bill Cordes	Nils Halker
Mike Miller	



Fore and aft shots of Duluth LaClede streetcar body 78 and its single truck (not its original truck) just after it was placed in the new car barn on Nov. 27. The missing vestibule (left photo) must be manufactured similar to the one in the right

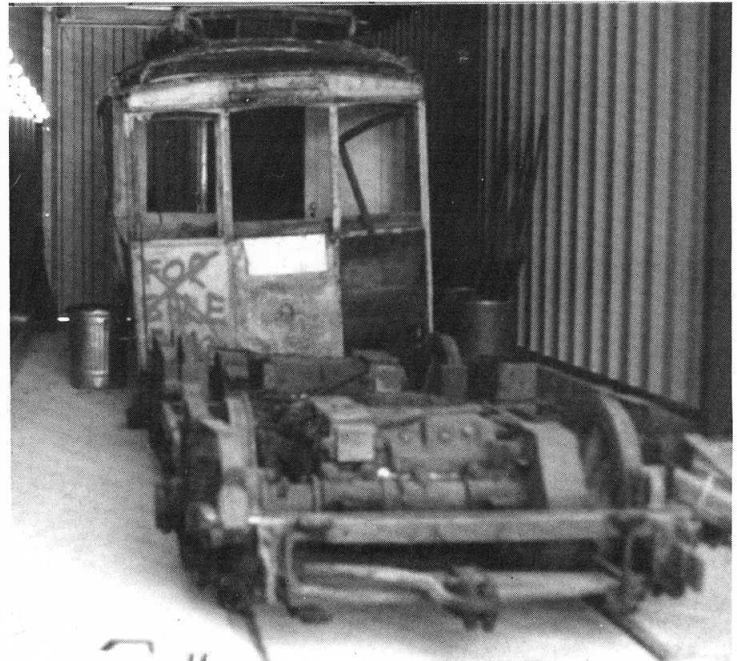


photo. Despite its "rough" appearance, the wooden superstructure is in excellent shape—even though it was assembled 92 years ago. Its Brill 21E truck is in the foreground in the right picture. Photos by Don Westley.

Grounds Crew

Mike Buck

Roy Harvey

Track Crew

Earl Anderson	George Isaacs
Jack Anderson	Karl Jones
Keith Anderson	Corbin Kidder
Gayle Bromander	Larry Knott
Bill Cordes	Dwight Larson
Harold Dalland	Jerry Martin
John DeWitt	Loren Martin
Blair Dollery	Charles McCarthy
Bob Dumas	Robert Mirick
Phil Epstein	Jim Otto
Dave Ferch	Robert Phillipp
Dan Fortin	John Prestholdt
Steve Glischinski	Stu Powers
Jeanne Freeman	Fred Rhodes
Nils Halker	Bob Schumacher
Steve Harrod	Ken Snyder
Roy Harvey	Walt Strobel
Scott Heiderich	Lyle Vogt
Gene Hickey	Scott Wardrope
Dale Hromadko	Terry Warner

If I have omitted any names, I apologize in advance. This coming spring, museum members will be receiving a questionnaire sheet for volunteer work at Lake Harriet. Don't be afraid to sign up for one of the grunt crews.

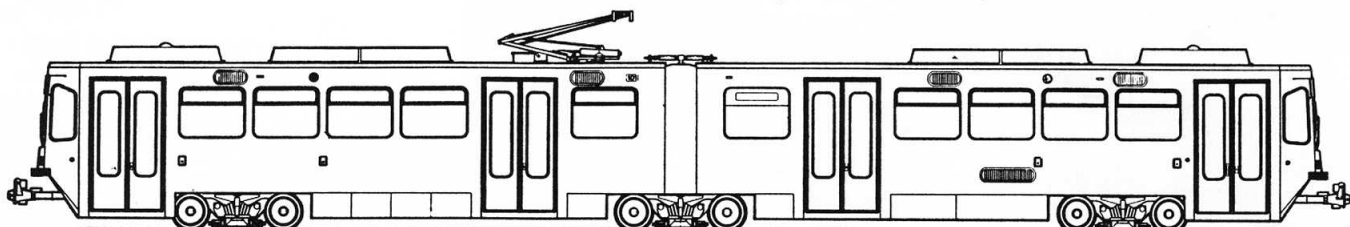
This past season, each track crew member worked only 1½ times (you figure that one out). The more track crew volunteers we have, the fewer times you will be asked to work, so sign up and join the grunts!

Again I want to thank all of you who worked behind the scenes to help make the Como-Harriet Streetcar Line the success it is.

George Isaacs
Roadmaster
Como-Harriet Streetcar Line



Duluth LaClede streetcar body 78. Photo by Don Westley.



LRV May Run on Como-Harriet Streetcar Line

Another light rail vehicle, bound for service in Portland, Oregon, may be diverted to the Twin Cities and make *demonstration runs* on MTM's Como-Harriet Streetcar Line. An LRV was put on static display in downtown Minneapolis last September.

When Bombardier, Inc. displayed Portland articulated LRV No. 106 here, company officials were given a ride on TCRT streetcar 1300 out at Lake Harriet. While there, they examined MTM's track and overhead wire and concluded that they could operate one of their LRV's on the line without any modifications.

That certainly is a tribute to the quality of workmanship by the volunteer members of MTM to think that Bombardier would run an \$800,000

vehicle on the line. The officials added that the wire frogs at the two switches would pose no problems for the LRV's pantograph. Earlier it was thought that the LRV would have to be fitted with a trolley wheel to operate on the line.

Bombardier is manufacturing 26 of the 89-foot-long LRV's for Portland's new 15-mile line, scheduled to begin operation in July 1986. The LRV's are being shipped by rail from the company's assembly plant in Barre, Vermont over a two-year period. One of those LRV's may once again be rerouted through the Twin Cities.

Of course, the Como-Harriet Streetcar Line, devoid of turntables or wyes, would be ideally suited for the double-ended LRV. A motorman's cab, with

full controls, is at each end of the car.

Presumably, this demonstration would take place only if the Twin Cities decides to construct light rail transit lines. A final decision is expected by March. The idea behind the demonstration runs would be to not only give Twin Citians a chance to see the car, but to experience its quick acceleration and smooth ride while breathing clean air. Hennepin County reportedly would pick up the cost of the demonstration.

So don't be surprised if you see something unusual crossing 42nd St. in the next two years. The **Minne-gazette** will try to give you advance notice should this event occur.

Third Carbarn Completed (and filled)

The carbarn addition is now finished. Thanks to the generosity of 60 MTM members, four people not connected with the museum, two foundations and two corporations, we have raised \$5,224 as of Dec. 4, 1984. This is still short of our goal of \$9,000 to provide sufficient funds for the startup of 1985. We are expecting some additional contributions and if your name is not on the list, you can still contribute by mailing a check made out to **MTM Carbarn Fund** to P.O. Box 1300, Hopkins, MN 55343.

The carbarn addition was finished none too soon for late on the snowy afternoon of Nov. 27, 1984 the remains of Duluth Street Railway carbody No. 78 and the Brill 21E truck were off-loaded and safely secured in the new carbarn. The move was handled by **Dale Movers** of Spring Lake Park with the assistance of MTM members **Roy Harvey, Bob Dumas, Don Westley, Bill Graham** and **George Isaacs**.

Individual contributors not connected with the museum are:

James MacLeish **Ken Royer**
Ruby Shields **Morris Stone**
Charles Homans (age 4)

Museum members contributing to the carbarn fund so far are:

Alfred Aepli	Joe Krawczak
Yvonne Anderson	Dave Morris
Earl Anderson	Bob Mehlenbeck
Anthony Bauman	Dave Norman
Ray Bensen Sr.	Charles Melony
Jack Bergan	Marvin Nauman
Larry Beyer	Lorraine Nilsen
Bob Bowes	Bernard Kramlinger
Win Brown	Bill Olsen
Bruce Brunette	Russ Olson
John Cartwright	Jim Otto
Ben Curry	Oscar Palrud
Bob Dumas	Larry Peterson
Gerhard Ellestad	Lee Paris
Duke Ellingson	Jeff Poehler
Dave Fritz	Fred Raiche
Bob Garland	Clarence Ratwik
Duane Hassig	Bob Renz
Fred Hauser	Burton Scott
George Isaacs	Phil Settergren
Gust Jessen	Joe Shannon
William Jolitz	Walt Strobel
Doug Juneau	Lyle Vogt
Larry Knott	Terry Warner
Warren Koppy	James Weist
E. M. Whitacre	Don Westley

Finally, we received donations from the following foundations and corporations:

Patrick and Aimee Butler Family Foundation
Onan Family Foundation
Traveller's Express Company
Berquist Company

My sincere thanks to all of you who gave additional financial support to our efforts.

George K. Isaacs
 Chief Tin Cup Shaker
 Como-Harriet Streetcar Line



Construction of MTM's third carbarn at Lake Harriet began in late September. A concrete floor was laid on the mainline track all the way to the original carbarn under the Linden Hills bridge (left photo). The barn was completed in mid-



November (right photo) when swinging doors, similar to those on the barn at left, were installed. The new barn now contains DSR streetcar No. 78 and its single truck. Photo by Don Westley.

MTM Railroad Caps Successful Season, Looks Ahead

Thanks to the great crews we had on the train trips this season, we started operations on May 19 and ended on Oct. 20 with the same trip; a round trip excursion to Hudson, Wis.

We ran operations on 26 days this season on the following occasions.

- Hudson, Wisconsin (2 days)
- Riverfront Days, St. Paul (7 days)
- Stockyard Days, New Brighton (3 days)
- Lumberjack Days, Stillwater (3 days)
- Anderson Windows, private picnic (1 day)
- MTM's Stillwater branch line (1 day)
- First Street Station, Mpls. (3 days—no rides)
- Renaissance Festival, Shakopee (1 day)
- MTM picnic, New Brighton (1 day)
- Football Special to Northfield (1 day)
- MTM's Stillwater branch line (2 days)

In all, steam engine 328 ran about 30 days in 1984. Total ridership for all events was 13,162 passengers, up from 12,191 in 1983 (with 3 less days of operation).

Ken Snyder lined up all the train crews and **Dave Fritz** lined up the car attendants and platform attendants. **Jeff** and **Janet Haviland** did the station platform job this year and kept the trains running on time. **John Larson** kept the crews working on our cars to fix, repair or rebuild so we'd have cars to run on the train.

Hudson Leighton did several behind-the-scenes jobs plus line up crews for the diner. **Jim Bertrand**, **Dave Rushenberg** and **John Winter** performed the engineer training last spring. **Martin Withuski** and **Mark Hull** sold souvenirs. Several people had the chance to learn by doing firemen, engineer, conductor or brakeman jobs through the summer trips.

This year we had a diner on lease and ran it several times serving meals to the public and it turned out to be a good experience. The car was a big hit with the public and it attracted people to ride the train just so they could say that they ate in a moving diner. We may not be able to use this car in 1985 so if anyone knows where we can get our own diner cheap, let me know!

Acquisitions

We bought two cars this year; **Duluth, Missabe & Iron Range passenger car, No. W30**, and **Minneapolis Northfield & Southern business car, the Gopher**. MTM leased a car owned by MTM members **Dave Rushenberg** and **Bob Clark** for several trips. We sold tickets on it as a first class car along with the Great Northern A11 tail car.

In addition, MTM bought **CB&Q No. 9735 EMC Pullman "Doodlebug,"** a self-propelled engine and

passenger coach unit. Built in 1929 as an RPO and baggage car, No. 9735 is being considered as a permanent engine for our Stillwater branch line railroad along with one of our Rock Island 100-passenger commuter coaches. Also, a small steam engine was donated to MTM by the Champion Paper Co. in upper Michigan. Both engines are still in Michigan and will be sent down together when terms can be worked out with Champion.



Student engineer Orville Richter backed up NP steam engine 328 on Sept. 28 at the Minnesota Transfer Railway as he was assembling the train the day before the trip to Northfield. Photo by Bob Ball.

Two ex-Soo Line flat cars and two more flat cars from Anderson Window were donated to the museum in 1984. An NP coach, No. 598 was bought by one of the MTM members and is being leased to the museum until we have enough money to buy it. MTM was planning on purchasing this car but had no money available at the time.

Restoration

We needed windows in one of our Rock Island cars so we could use it on a trip to Northfield. **Orville Richter** cleaned all the window frames, painted part of them, placed plastic windows in the frames and installed all 50 windows in the car in a two-week period. This winter we will be working on NP 4-6-2 steam engine 2156, NP 328, and four passenger coaches: the Milwaukee Road baggage/dorm car, GN A11, NP 598 and NP Triple Combine 1102. We have been pulling rail at the NSP King Plant for the last four weeks for use on our Stillwater line. Your help on this project is welcome.

1985 Operations

The schedule is being looked at for the coming year. There are a lot of places we could go but the crew can handle only so many trips. Also, the equipment needs going-over every so often. Conceivably, we could make a trip *every* weekend this coming summer except for two. All operations have to be approved by the host railroads before we go anywhere or promote these runs. We can use your help. Please give your time generously when you receive your questionnaire. Thank you.

Bernard Braun
Vice President, Railroad



MTM Public Relations Expands

As promised, here is the 1985 public relations staff lineup. This is a much larger staff than ever before, and I believe this will be an important step forward. These are the functions that comprise the Public Relations title, which as you can see, is really quite diverse. Many of these people's functions will overlap greatly, but the list gives you a first contact point for each function. Allow me to introduce everyone.

Zola Hardwick and **Susan Widmar** were both recruited into the museum for this specific job, and both are very enthusiastic about us. They each have college degrees in public relations and bring with them some good, practical experience. Our Stillwater readers may already recognize Zola's byline from the travel column she writes.

All but the newest of members should recognize **John Diers** and **Aaron Isaacs** from both Railroad and Traction Divisions, especially from the photo credits over the years. They bring with them the streetcar and railroad experience that it takes to recognize various markets and marketing opportunities. Obviously it takes more than a group of two to market the MTM. It will take both the Marketing and Public Relations groups working together and working with the Operating groups of Railroad and Traction Divisions to promote and market the MTM.

Souvenirs were handled in 1984 for the Railroad Division by **Mark Hull** and **Doris Voligny**, who will continue to be responsible for this function. They have both worked extensively with the public, and know how to deal with them and what interests them. You may recognize Doris from the Stillwater Chamber of Commerce. She is the one that has helped us sell out so many of our Stillwater operations, working from the Stillwater end. Mark is our well known "Carpet-bagger" on the train, and has worked with the train in various capacities since the beginning of operations. Both Mark and Doris have many good ideas about souvenirs and souvenir sales (more about that later), and are welcome additions to the Public Relations family.

Our art consultant is **Ray Schmitz**, whose work you have already seen in this issue. Ray brings 15 years of art

and technical writing experience to this post, as well as a lifetime interest in railroads. Ray is already hard at work on his next project, a sort of trivia coloring book of railroad facts, to keep our younger passengers (as well as the rest of us) entertained and informed.

There, you have the people. Now, what are the issues?

1. Effectively market the streetcars as well as the train. Keep both filled to capacity while turning away as few people as possible.
2. We will develop a uniform pricing policy that will allow us to set the price of seats and the price of charters for the train fairly, based on actual costs as well as supply and demand.
3. Show a profit with the souvenir operations, and find souvenirs that appeal to our ridership and concurrently help market the MTM. Expect to see fewer hobby shop items (watch fobs, ash trays), and more \$1 to \$3 items that Grandma can buy for the kids with a picture of the train they rode.
4. Keep in touch with and aware of the public, and our image with them. Make sure that their contact with us gives a positive image; one that brings them back.
5. Maintain a positive relationship with other agencies and businesses. Be a good neighbor. For example, we rely on various railroads for our mere existence. We need to be a good customer for them, not a problem that they have to route around on weekends. Maintain good neighborhood relations with south Minneapolis around the streetcar.
6. Explore new market areas. Develop new routes and operations. Find ways of serving a wider range of interests.
7. Ensure that we choose the most profitable operations in the future, and properly market those operations.
8. Make sure we really are good, wholesome family entertainment.

This is by no means a complete list. A more exact goal will be set in the near future. We will keep everybody informed.

Jeff Haviland
Vice President,
Public Relations

MTM Bids for Jackson Street Roundhouse

The MTM is moving closer to acquiring a real, honest-to-goodness museum building and restoration and storage facility of its own.

On Thursday, Dec. 13, the MTM Board of Directors approved the purchase of the Jackson Street Roundhouse site, located at Jackson and Pennsylvania on the northern edge of downtown St. Paul.

The former Great Northern Railway Jackson St. site has long been a goal of the museum's long range plan for expansion, giving us for the first time a facility large enough for the storage and repair of rail and other transportation vehicles, while also giving us a fixed public display area. While the benefits and plans for such a site are outlined elsewhere, here is a very short synopsis of the steps required to pay for and develop this dream of a lifetime.

The purchase price is \$850,000, payable over the next five years (essentially a contract for deed). The agreements were to be drawn by Dec. 31 (after this issue went to press). Down payment of \$100,000 (pledged by a private individual) will secure this property. Another pledge of \$100,000 by the seller will also help us get started. (Incidentally, the seller's \$100,000 pledge has essentially lowered the price of this property to below the appraised value.) We estimate that the cost to renovate this property to its full potential will be \$2.5 million. This will require quite a fund raising effort, indeed!

The museum is quite good at operating and restoring old transportation equipment, but to secure funding and develop plans for an operation such as Jackson Street is an undertaking slightly out of our league. For this, we have enlisted the aid of professionals, all of whom agree that this is a very realistic goal and approach. The Board has authorized the following steps toward the securing of the Jackson Street development.

1. Select a development board from the Community. This will probably be a 12-member board, whose function it will be to advise MTM on proceeding as a large business, interfacing with the public, influencing potential donors, etc. The candidates for this board are impressive, reading like a Who's Who of Minnesota. Each potential member of this Advisory Board is

very enthusiastic about what the museum can become in the next few years, and what that can mean to the St. Paul area as well as Minnesota in general.

2. Retain a project coordinator and developer to help us set up the necessary plans and to work with and influence the necessary people. He will help us to develop short and long range plans for the site, and make sure everything happens that needs to in a timely manner. He will help us to find an Executive Director when this need arises.

3. Retain a professional fund raiser for this project. Fund raising is a huge task that falls somewhere between art and science, and requires many community contacts and large blocks of time. This is no job for beginners when we are talking \$2.5 million. To give an idea of the complexity of fund raising activities, typical professional fund raisers charge between \$40 and \$75 per hour, a fee that is very comparable to lawyers and engineers. The cost of securing our \$2.5 million may very well run up to \$100,000.

4. Secure the Jackson Street Roundhouse and property with the \$100,000 bank note by December 30. This will ensure the selling price and the seller's additional pledge to the museum.

5. We will continue to work with the State of Minnesota and the Minnesota Historical Society for their support and endorsement. They have always supported our activities, and we hope they will continue to do so.

A comment by the Coordinator at this board meeting was that financial supporters always look at the internal contributions by members within such an organization as ours. Past history has shown our membership to be exceptional at giving of themselves, as further evidenced by your performance at the November general membership meeting, where we raised \$400 by a simple verbal plea to help us continue our efforts on the restoration of ex-Northern Pacific 4-6-2 steam engine No. 2156. This is a phenomenal start for our present fund raising effort, but that's exactly what it is; a start.

This time we aren't aiming so much for large amounts as for a percentage of donating members. Use the form enclosed with this issue and send in

what you think is fair based on your feelings for any of these projects. Drop a quarter in the envelope, if nothing else, but please help us out by pledging or donating something, so that we can show the financial community just how seriously our own members take our endeavors. This will greatly aid us in securing the grants and contributions that we need to develop our Jackson Street dream. Think of it as your investment in the future of the museum.

And don't forget about matching contributions from corporations. Most employers will match your donation to the museum one for one. Just check with your supervisor or employee relations department for the proper forms or more information.

Jeff Haviland
Vice President,
Public Relations



Appointments

MTM has three new Purchasing Agents (or Storekeepers). **Neil Howes** has accepted additional duties for the Traction Division as the Purchasing Agent. **Judi Kaper** has accepted the same position for the Railroad Division and **Tom Dethmers** the same for the Stillwater Branch Line Railroad.

What this means to members is that all purchases made for the museum over the amount of \$25 must have a purchase order and be signed by the **Division Vice President** and the **Purchasing Agent** and plainly marked for what purpose! Anyone purchasing any material without a purchase order will not be paid and the purchase will be their own!

Ted Kane was appointed Inventory Manager and has completed counting the nuts and bolts for both the Traction Division and the Railroad Division. He is now working on the Stillwater Division.

If there are any members with special skills, please come forth and help your museum.

Eugene Corbey
Executive Vice President

N.P. Locomotive 328 Immortalized in Painting

Artist and MTM member **Ray Schmitz** has recreated a scene entitled *Going Home* in color depicting the museum's ex-Northern Pacific steam locomotive No. 328 on a freight run near Taylors Falls, Minn., circa 1940. The 10-wheeler steams along churning the brilliant orange fall leaves. Schmitz has uniquely preserved No. 328's memory. His lithograph will hang proudly in the homes of MTM members, art lovers and history buffs.

Plan to see the original work for yourself at Bandana Square (on Energy Park Drive south of Como Av. between Snelling and Lexington in St. Paul) where Schmitz's painting is on display until February 28 at Gallery II on the second floor. Coincidentally, this location is near the actual spot where No. 328's five-year restoration took place at the N.P.'s Como Shops. The memory of No. 328 will come alive again in this historic building which has been converted into restaurants and shops.

The artist

Schmitz has always been enchanted by trains. He grew up in the 1940s in a small Canadian National Railway town outside Edmonton, Alberta. He recalls his childhood memories, "The sights, sounds, smells of the mountain trains were normal parts of everyday life. Even though the trains came

through often, as soon as I heard the whistle of another one I would feel... the excitement, anticipating what kind of train I was about to see."

An illustrator for 15 years, Schmitz has been interested in painting trains within the last three years. His purpose in authentically reproducing the N.P. 328 was to place her in a setting which allows people to view her according to their memories of similar scenes.

The printing is expected to be done on 80-pound stock, coated and embossed, ready for framing. You can order your quality, limited-edition (500) approximately 16 by 20-inch signed collector's print for only \$60 (plus \$5 shipping and handling). You can save the \$5 shipping and handling charge by picking the lithograph at Gallery II. Half of the cost of each print (\$30) is a tax-deductible contribution to the nonprofit Minnesota Transportation Museum.

At least 60 reproductions must be sold before printing can begin, so when ordering for yourself, think of a friend or relative who might want to commemorate his or her ride with No. 328 to Stillwater, Hudson or Northfield. Additionally, the first 60 prints issued will have an extra sketch in the border.

N.P. 328

Northern Pacific No. 328 is a typical branchline steam locomotive of the early 1900s, designed to haul trains of moderate length over light tracks. She was one of 10 similar locomotives owned by Northern Pacific Railway designated class S-10. N.P. 328 is a 4-6-0 10-wheeler which was popular on American railroads at the turn of the century.

No. 328 was built in 1905 at the American Locomotive Company's (ALCO) Rogers Works in Paterson, New Jersey. She served her entire life in eastern Minnesota on different branch lines. Unfortunately, because of her advanced age and the decline of rail traffic, she was authorized for scrap in 1950. A concentrated effort by the Minnesota Railfans Association (forerunner to MTM) saved No. 328 at the last minute, and she was later placed on static display in Stillwater, Minn. where thousands of Minnesotans appreciated her beauty.

In 1976, after more than 20 years of sitting in Stillwater, the all-volunteer Minnesota Transportation Museum reacquired N.P. 328 and began a complete restoration project. After five years of labor and nearly \$100,000 of donated parts, materials and money, No. 328 once again rolled out of the shops on her own.

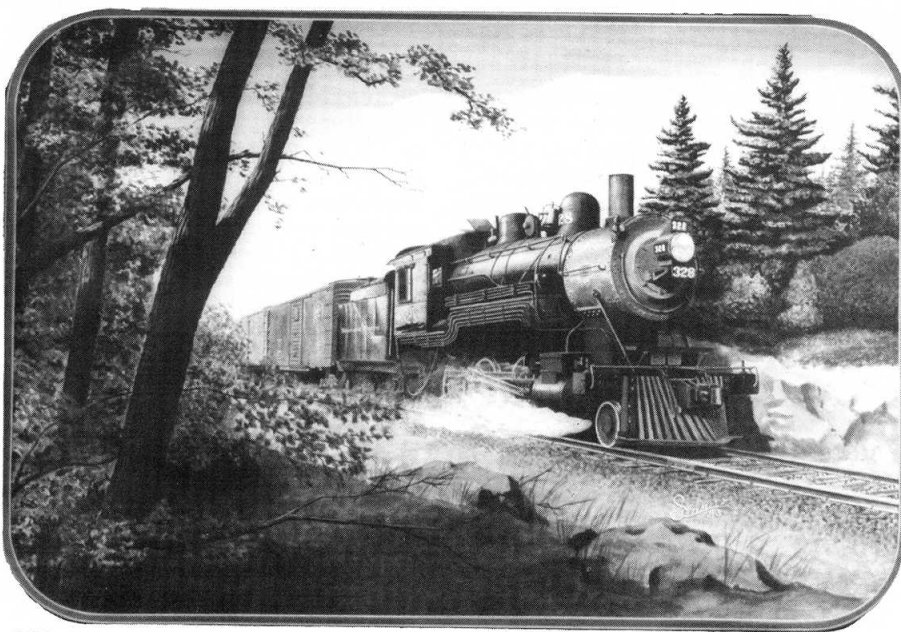
Today, because of the continuing work of MTM members, N.P. 328 pulls thousands of passengers during the summer months each year as an educational experience for the young and old, recreating the steam railroading experience.

How to order

Send a check or money order made out to **Ray Schmitz** for \$65 (plus \$3.60 sales tax for Minnesota residents only) (\$60 for the lithograph and \$5 for shipping and handling) to:

Ray Schmitz
3492 Ebba St.
White Bear Lake, MN 55110

Jeff Haviland



This is the true proportion of "Going Home." Painting by Ray Schmitz.



Lake Harriet Station, 1880 - 1954

Ed. Note: With interest of both a new band pavilion at Lake Harriet and a passenger station for MTM's Como-Harriet Streetcar Line at 42nd St. being discussed in 1985, and with the 100th anniversary of the first Lake Harriet pavilion in 1888 coming up, let's look at the history of the Lake Harriet pavilions and streetcar stations--there were four of each.

MTM member **Peter Sussman**, a life long resident of the Linden Hills area by Lake Harriet and an architect with an interest in adaptive reuse of buildings and urban history, researched the Lake Harriet history from 1880 to the end of streetcar operations in 1954 and wrote the following story. Currently, Sussman is a representative of the Linden Hills neighborhood Council (LiNC) to the Citizen Advisory Committee on Lake Harriet improvements. He also obtained most of the pictures used in this story.

Hold on to the railing of our open passenger trailer as before the turn of the century, the carline meanders from Lake Calhoun to Lake Harriet through fragrant tamaracks and under spreading lindens. Catch the first strains of Emil Straka's "Lake Harriet March" as we approach the station and catch a first glimpse of Lake Harriet.

For 74 years the streetcar served an integral role in the scene at Lake Harriet, providing the earliest entertainment and then capitalizing on the popularity of music and recreation which grew to become firmly established traditions.

On July 4, 1880, the Lake Harriet extension of the **Minneapolis, Lyndale & Lake Calhoun Railway** (the Motor Line) was opened by Col. Wm. McCrory, charging 35 cents for a round trip fare. A suffocating crush of holiday pleasure seekers swarmed all over the trains, loading the cars "to the last degree of possibility" -- an experience which would become a regular feature of 4th of July travel to Lake Harriet.

The first depot

At Harriet a neat little depot had been erected which served refreshments "strictly on the temperance plan." The crowds could picnic, boat, or watch such special attractions as a Scandanavian inventor walking on

water and Scottish athletic contests of the St. Andrews Society.

Additional regular attractions were soon provided; dancing parties on a fine platform with first-class music, sheltered picnic tables and a bear who was reported to have "quietly confiscated a choice cake from a basket held too near the bars."

From 1882 to 1886 the renamed **Minneapolis, Lyndale & Minnetonka Railway** ran trains out to Excelsior and provided entertainment programs at Lake Calhoun, Lake Harriet and Lake Minnetonka.

A passenger steamer was placed on Lake Harriet by the motor line in 1886 to complement their steamer "Hattie" on Lake Calhoun. Open air concerts were held at both lakes and dancing parties at Harriet were held in an open-sided picnic shelter.

By August of 1886 the Minneapolis Park Board ordered the Lake Harriet steamer removed as the shoreline and lake had passed to its control.

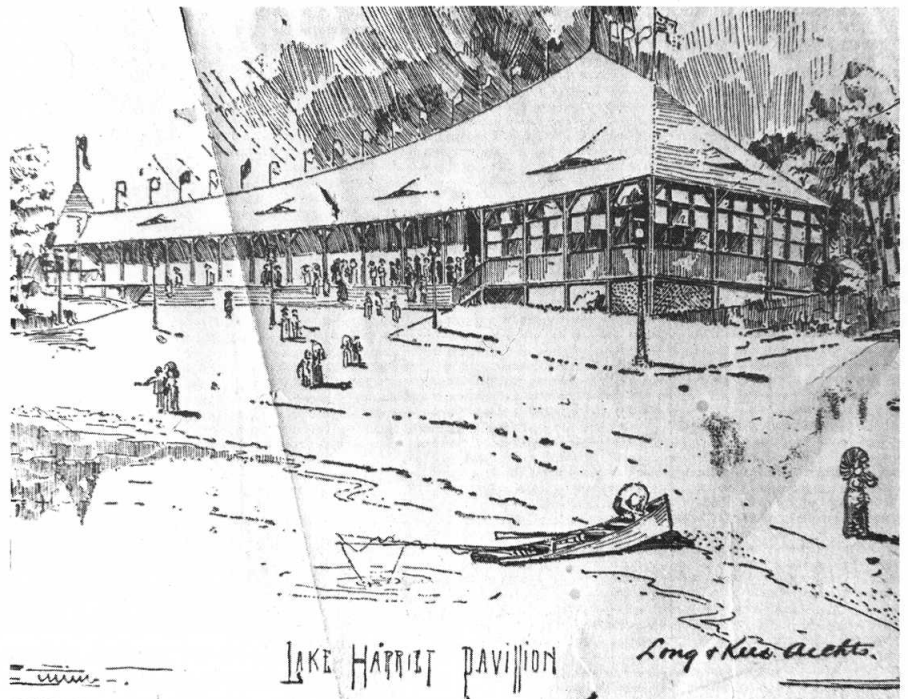
In April 1887 control of the motor line, including the line to Lake Harriet, was assumed by the **Minneapolis Street Railway Co. (MSR)**. The 1887 privilege of letting

boats and selling refreshments on park property was sold in May to Chas. McReeve though the park board intended to manage these activities directly as soon as possible. In October the park board deferred action on improvements at Lake Harriet just in front of the station which were to include docks, a boat house, and a refreshment house.

The first pavilion

MSR president **Thomas Lowry** acted quickly to maintain a predominant position at Lake Harriet, announcing in early 1888 plans for a grand pavilion, summer garden, dance hall and theatre to be built on private property between the motor line right of way and park board property.

Architects Long and Kees designed the first pavilion for Lowry, arranged so that visitors would pass from the tracks through the pavilion to the lake side. The old depot and refreshment stand near the track were torn down and construction was rushed to completion for the June 30 grand opening concert.



The first Lake Harriet pavilion with its 350-foot curved lakeside frontage, built in 1888. It survived just three years, burning to the ground in June 1891. Drawing courtesy of the Minnesota Historical Society.

The 1888 pavilion featured a 350-foot curved lakeside frontage, a grand reception room and auditorium for 1,500 people and a main refreshment room with seating up to 500. The management promised refreshments of the best quality, concerts of the highest respectability, and well-maintained picnic grounds.

The Danz Orchestra played free concerts every evening as well as Sunday afternoons. The fare to Lake Harriet, on trains running every 20 minutes, was 10 cents each way. Thousands thronged to the opening concert and "the space in front of the pavilion was lined with the carriages of people listening to the strains of Danz's orchestra as they floated out over the lake."

"Thomas Lowry hasn't a grip on the entire earth yet," ran a June 30 Minneapolis Journal editorial remark. "He reaches out for a new chunk every now and then. The Lake Harriet pavilion opens today. This is a small chunk, but it's Lowry's."

Reflecting a similar sentiment was the independent labor platform: "Holding, as we do, that our public parks were built and ought to be maintained for the sole benefit of a few speculators, we demand that the City of Minneapolis operate such a line of railway between the central parts of the city and Lakes Calhoun and Harriet, as to enable all citizens to enjoy the benefits of our parks at the lowest possible expense."

The 1889 comic opera season at the Lake Harriet pavilion ("the coolest theatre in Minnesota," read the ads) ran into opposition from another source. In responses to Sunday performances of the "Mikado," a group of ministers met to organize "steps to arouse sufficient public sentiment to stop Lowry's Sabbath desecration."

Rev. Marshall suggested "that if we appoint a committee to choose a site for a mission hall out at the lake and run it as a counter attraction it would do some good. We could meet the great Godless throng that come out on the motor trains and lead them to our place of worship."

Rev. Dr. Van Alda smiled when he interrupted Rev. Marshall by saying: "That would please Lowry too much. He would readily give \$1,000 for such an object."

The following Sunday saw the cancellation of further performances by Supt. Cal Goodrich who didn't want

"anything objectionable." Besides, noted the Minneapolis Evening Star, "the business was not very rushing anyway, and with the prohibition of Sunday performances it was decided to go to St. Paul, where it supposed the ministers will cease from troubling."

The fare to Lake Harriet was reduced on July 20, 1890 to 5 cents each way, drawing out large crowds exceeded only by the 4th of July. Plans proceeded for the conversion of the Lake Harriet line from steam motor to electricity by November 1890 although this was delayed until May 24, 1891.

The 1891 season was pivotal in shifting the roles of the street railway and park board at Lake Harriet. On June 22, within a month of the electrification of streetcar service to Lake Harriet, a fire totally destroyed the 1888 lake pavilion.

The second pavilion

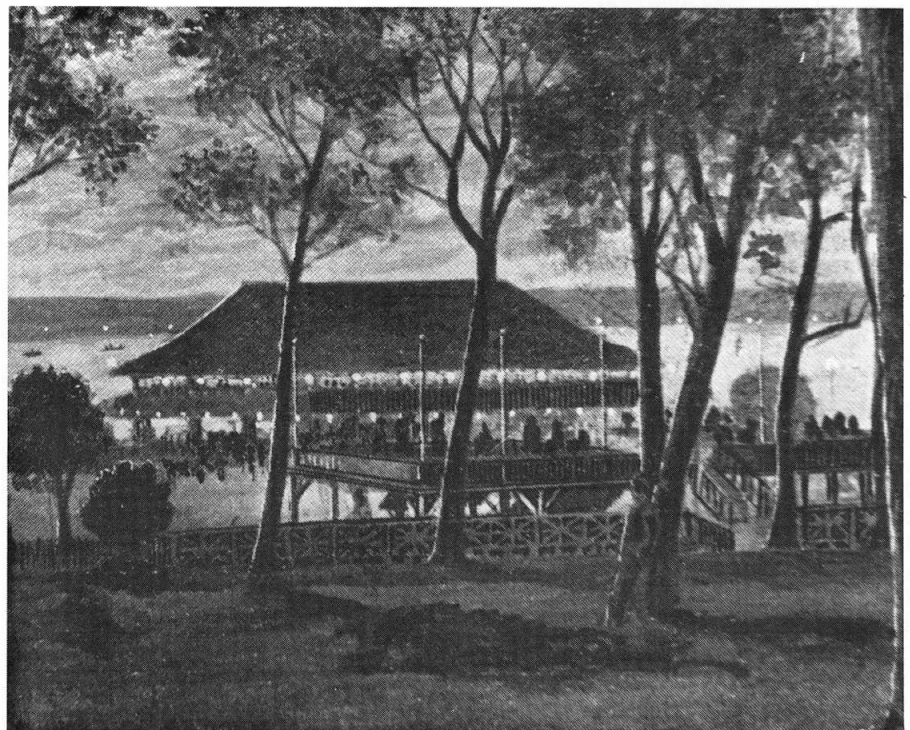
General Manager Calvin Goodrich anticipated no reduction in travel to the lake as people spent little time in the pavilion in comparison to the wooded grounds and the lake. In addition, possible improvements became immediately apparent to Goodrich,

including the elimination of passage from the cars through the crowd in the pavilion. Rebuilding to a more convenient design required encroachment onto park board property. The MSR leased from the park board, for 10 years, a strip of park property along the shoreline for a two-story pavilion to be built, owned and managed by the MSR.

Architect Harry Jones designed the famous 1891 Pagoda pavilion which projected over the lake and was surfaced with wood shingles in decorative patterns. A rustic bridge over the concourse to connect the pavilion with the streetcar tracks on the bank above was proposed but not built. Toilet buildings designed by Jones for the park board were built in a similar style at this time and survive today as remnants of the Pagoda pavilion era.

Despite the lack of a pavilion through mid-August, the 1891 season was the most popular to date as a result of such attractions as nightly productions of Shakespeare's "As You Like It" and concerts by Danz's band.

Advertising played an important role in the promotion of Lake Harriet attractions as described in the Minneapolis Journal in August 1891.



The second Lake Harriet pavilion, the famous 2-story Pagoda style, constructed in 1891. It, too, was destroyed by fire, on March 6, 1903. In the foreground is the second streetcar station, built in 1893, a double-decked job that allowed passengers to cross up and over the outgoing track. No photos have been located of the first streetcar depot and refreshment stand that existed on this site from 1880 to 1888. Photo from the 1894 Annual Report: Board of Park Commissioners.

"General Manager Cal Goodrich is a strong believer in the efficacy of judicious advertising, no matter what kind it is, so long as people talk about the electric railways, and ride on them, thus helping to fill the coffers of the road's treasury.

During the past summer, he has paid a bill for several miles of white muslin, used for streamers on the electric trains. These streamers bear such legends as 'Danz Concert at Lake Harriet,' 'Racing at Minnehaha Park,' 'Ball Games on Sunday at 4 P.M.,' 'Sale of Street Railway Horses at 10 A.M.,' etc."

"But the most unique bit of advertising work done by the hustling Cal is the arrangement he has for carrying Danz's band out to Lake Harriet every afternoon and evening. Promptly at 2 and 7 p.m. each day, an empty open car comes down Washington Av., where the musicians await its coming. Instruments and players are loaded on the car, and then, with sweeping music drowning the sound of rattling machinery, the whole outfit runs past the Union Depot over to the East side, around the loop, up Hennepin, down Washington and out 1st Av. S. to the lake. Everybody stops and watches the 'catchy' parade."

Beginning in 1892, and continuing through 1902, entertainment at Lake Harriet was furnished by the streetcar company subject to the review and approval of programs by the park board. The park board covered a portion of the cost out of its profit from letting boats at the lake, on the basis that entertainment drew an increased business.

The second streetcar station

Station facilities were not replaced following the June 1891 fire. A plan for a new passenger depot to be completed for the 1892 Republican National Convention was not realized. In 1893 a new passenger station for crowd handling was completed prior to the 4th of July in anticipation of a crowd of 50,000 that day.

The arriving passengers would mount flights of easy steps, pass over the out-going track, and descend, while departing passengers would pass through a series of gates and find their cars in waiting. The new system would prevent the scurrying of people from one track to another in front of moving trains. Unfortunately,

on the night of the 4th, the electrical current available was insufficient to handle the rush of the homeward-bound throngs.

As fuses blew and cars inched forward, "a scene of the wildest confusion and warmest indignation ensued." Thousands walked home while others spent the night in the woods or on the hard seats of the pavilion. "An exhibition of mismanagement seldom equalled," editorialized the Journal.

From 1891 through 1894 the band concerts at Lake Harriet were regarded as highly successful. In 1893 Harry Jones again was called upon to design additions to the Pagoda pavilion to increase the amount of seating. Amphitheatre style additions brought the seating capacity up to between 6,000 and 7,000. Such nationally recognized bands as Gilmore's were brought in as season highlights.

Park Board Superintendent William M. Berry (for whom the parkway and bridge over MTM's streetcar line is named) reported, following the 1894 season, that "the attractions at the pavilion the past summer were first class and drew large crowds."

The season of 1895 saw the introduction of popular vaudeville acts such as aerialists and cake walks into opera and concert programs in an effort to increase patronage.

The streetcar company (TCRT) proposed discontinuing free entertainment for 1896: "Owing to the lack of patronage on our car lines leading to Lake Harriet we do not feel that the expense of entertainment is justified. As a business proposition we do not feel that we should be called upon to furnish entertainment when about 90 percent of the visitors do not patronize our cars, going either in vehicles or bicycles." Following a season of similar programs in 1896, park board president W. W. Folwell complained that entertainment as furnished at the pavilion was "not appropriate to the ends of a public park."

An effort was made in 1897 to furnish a season of high class opera and band music but in April 1898, the park board was notified by Cal Goodrich that as business at Lake Harriet, "on account of bicycles," had been very unsatisfactory for the past two seasons, it had been decided to discontinue entertainment for 1898.

A brief 1898 season at Lake Harriet was ended on July 1 when, to coincide with the opening of the Como-

Interurban-Harriet line, "everything in the nature of entertainments as heretofore provided by the Street Railway Company, was shifted to Como Park in St. Paul to draw Minneapolis patrons out on the new line to that resort.

At the urging of the park board, the years 1899 through 1902 saw a revival of high quality entertainment at Lake Harriet. The Banda Rossa and Merrie Bell Opera Company headlined several highly popular seasons.

The third streetcar station

In the spring of 1900, owing to increased ridership on the new Como-Harriet streetcar line, improvements were made to the crowd handling arrangements at the station. The concrete pedestrian underpass just north of 42nd St., which survives today, was completed prior to the summer season.

In November 1900, several residents of Linden Hills united to build a waiting station on street railway property east of the right of way. Architect Harry Jones once again was called upon to design a modest 14 by 18-foot clapboard surfaced frame structure. The streetcar company provided free lighting and a room was rented as a candy and fruit store. The small waiting station was used by the local real estate men, recalls neighborhood resident Beatrice Moroscoe. When passengers alighted from the streetcars, the men would point to the nearby linden trees and dramatically announce, "You are now in Linden Hills."

Ownership of this station site passed to the park board in 1901 as a condition for a five-year lease extension on the Pagoda pavilion.

In 1909 the Linden Hills Improvement Association offered to turn over the waiting station to the park board as settlement of its account with the board for trimming of trees, amounting to \$137. This offer was finally accepted and acted upon by the park board in 1911 when the waiting station was moved down to the boat docks and utilized as a ticket office for the cashier of the Lake Harriet boats. Photographs as late as 1939 show the building still in use.

The streetcar company's role in furnishing music at Lake Harriet came to an end when the Pagoda

pavilion was destroyed by fire on March 6, 1903. At the time, Cal Goodrich indicated that the pavilion was, in itself, always a losing venture. It never paid expenses, and year after year the street railway company made up the deficit out of fares collected on the Harriet line.

The third pavilion

In his 1909 history, Goodrich recalled that, "as it was considered undesirable that a pavilion located on park property should be operated by other than park authorities, the in-

surance received by the Minneapolis Street Railway, amounting to \$15,000, was donated to the Park Board and used in construction of the (1904) pavilion."



The third streetcar station, built in 1900, which replaced the double-decked platform station. It was sold to the park board in 1909 who moved it down to the lake shore in 1911 where it remained in use until at least 1939. MTM is hoping to build a

replica of this 14 by 18-foot station at 42nd St. In the early 1900s, 42nd St. was a dirt road with wooden planking between the rails. Photo from the Florence Wales collection; Minnesota Historical Society.

From 1903 to the end of streetcar service in 1954, the street railway's involvement at Lake Harriet was limited to providing transit. Service improvements were made to handle the crowds which came to the final pavilion from 1904 to 1925. Again designed by Harry Jones, the 1904 classic revival pavilion featured concerts on an upper roof garden. Park Superintendent, **Theodore Wirth** revived discussion of a bridge running from the streetcar station over the traffic concourse to the roof garden but no action was taken.

In 1925, following the destruction by a windstorm of the 1904 pavilion, the waiting station stock was increased as far as possible to serve as a temporary substitute for the food service which had been provided at the Lake Harriet pavilion.



The fourth and final streetcar station at 42nd St. The Swiss chalet style stucco and wood building and platform canopy, constructed in 1912, is shown here in a winter scene in the early 1950s. The Como-Harriet streetcar line was abandoned in June 1954 and the station was demolished early in 1955. Photo by Bill Olsen.

Visit Beautiful Lake Harriet THE GEM OF THE NORTHWEST



J. HESCHMAN,
Lessee and General Manager

Minneapolis, Minn

A FIVE CENT FARE TAKES YOU THERE ON ANY OF THE HARRIET CARS.

This 1907 postcard showed six views of the Grand Concert Pavilion (the third Lake Harriet pavilion), built in 1904, and suggested a way to get out to Lake Harriet. This was the last

of the grand pavilions as it was blown down in a windstorm in 1925 and replaced by the current little bandstand in 1927. Postcard from the Peter Sussman collection.

The fourth (last) streetcar station

In response to the need for a station better suited to serve lake users, in 1911 the park board retained Harry Jones to design a new streetcar waiting station to replace the 1900 station that had been moved down to the shore. TCRT had earlier, in 1911, built two long concrete platforms alongside the tracks within its right of way.

In 1912 a Swiss chalet style stucco and wood waiting station was built to the east loading platform. The main floor contained a waiting room with refreshment stand and large porches to the south and east providing wide views of Lake Harriet. The basement was to contain offices for the administration of the main pavilion, officer's quarters, a lock-up, storeroom, boiler room and toilet accommodations.

Early in 1955, following the abandonment of rail operations the year before, the Swiss chalet waiting station was demolished. The concrete platform was spared and is in use today by MTM's streetcar line.

The fourth (last) "pavilion"

In 1925 and '26, as planning for a music replacement facility was discussed, the unusually good streetcar service at Lake Harriet station

was cited as a factor in retaining the longstanding lake site. Again, insurance money provided the funds for the construction of a modest bandshell for concerts in 1927.

Unlike the grand pavilions that preceded it, the little bandshell was built for little money, stretching the dollars as far as they would go. The idea was to have at least some facility available for band concerts until such time that large monies could be appropriated to once again build a lavish pavilion. That time never came and the little 1927 bandshell still stands and is use today, but in an advanced stage of deterioration. Plans are now in the works to replace the bandshell with a new pavilion.

Music certainly did not end at Lake Harriet with the 1954 abandonment of the Como-Harriet line. At the center of an expanding metropolitan area, patrons came by any means of transportation by that time.

MTM's restored Como-Harriet Streetcar Line assures a very tangible link with Lake Harriet's past as preparations are made for the centennial observance in 1988 of the first Lake Harriet pavilion.

Peter Sussman
Minneapolis

Help Wanted

Long Range Planning Chairman and Secretary needed! MTM is looking for members who want to sit down with fellow MTMers and work out the future of our museum. We need planners for all phases of our museum. Please give this your consideration and call me.

We also need someone to coordinate the movies and slide programs for our six general membership meetings. The entertainment is a very important part of our meetings.

When you receive your work forms this year for the Traction, Railroad and Stillwater Divisions, please plan on giving some extra time this year and make 1985 our best year yet.

Eugene Corbey
Executive Vice President

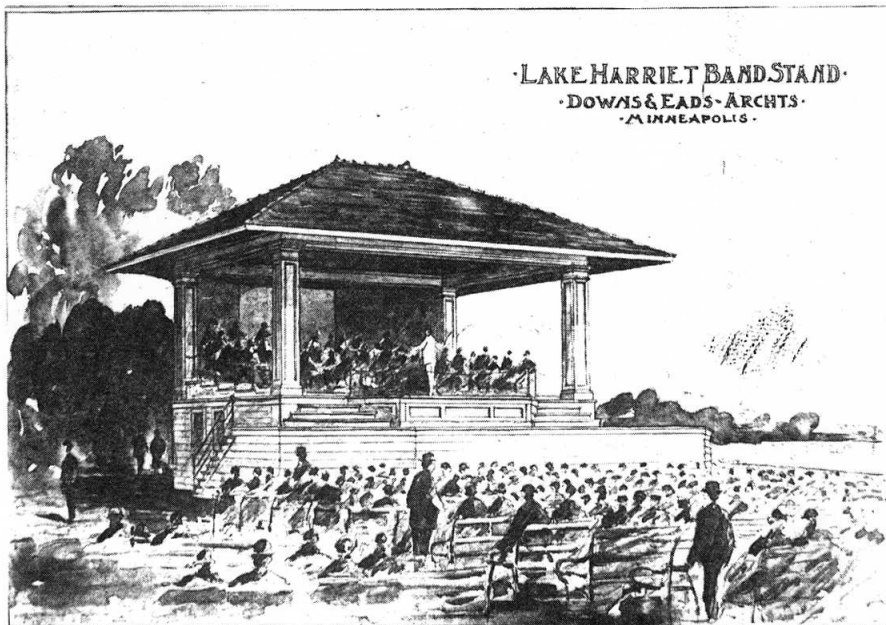
Thanks to St. Paul Post Office

The Lumberjack Days celebration in Stillwater last July was a phenomenal success on many fronts. One area overlooked in the crush of riders jamming onto MTM's steam train was the design of the philatelic cachet used on "mail caught on the fly" by MTM's ex-Northern Pacific Triple Combine car 1102 with its on-board Railway Post Office (RPO).

MTM member, **Charles Eichhorn**, an employee of the St. Paul Post Office was able to design and market the cachet used for the authentic mail catches. Eichhorn was able to execute the layout and final artwork for the cachet and posters used in connection with the appearance of NP steam engine 328 at Stillwater's Lumberjack Days at very little cost to the museum.

Most importantly, the time for Eichhorn to work on this project was largely donated by the St. Paul Post Office; specifically **M. Terrance Joyce**, Postmaster. The museum wishes to thank Mr. Joyce and the St. Paul Post Office for this important contribution to the public's understanding of the 100 year marriage of mail and rail.

Jeff Haviland
Vice President,
Public Relations



The fourth (and final) Lake Harriet pavilion (bandstand) as depicted in a 1926 architect's sketch. Built in 1927, it still stands today, having lasted longer than the previous three grand pavilions combined. Courtesy of the Minnesota Historical Society.

Model Railroad Club Drives Golden Spike at Bandana Square

The Twin City Model Railroad Club held a Gold Spike driving ceremony on their new layout at Bandana Square on Nov. 20. The ceremony marked the completion of the first two main lines of what will eventually be one of the finest state-of-the-art model railroads in the country. Champagne and cake in the shape of a train were served after the ceremony. Many MTMers were on hand for the ceremony, including several of the officers.

The new layout design is centered around the St. Anthony Falls area of Minneapolis. When the scenery is completed, the Stone Arch Bridge and several other railroad bridges will cross the central scene. There will be historic mill buildings and the TCRT powerplants along the banks of the river. The Great Northern Station that once stood in downtown Minneapolis will be recreated in miniature. Models of the Como Shops buildings, as they appeared before their conversion to Bandana Square, will be part of the yard area. The first area the visitors entering the room see will feature a model trolley line with working overhead wire.

All these scenes are being recreated in O scale, which is 1/4-inch to the foot. Eventually, the layout will operate for the public on a regular schedule, but during construction, visitors are welcome on the regular work nights of Tuesday and Friday evenings. The club is located in the northeast corner of the second floor.

There are several important connections between MTM and the Twin City Model Railroad Club. The first meeting to discuss forming what eventually would become the MTM was held in the Twin City Club's old layout room in the St. Paul Union Depot nearly 25 years ago. Both organizations are interested in preserving and displaying the history of Minnesota railroads and trolleys. Many members of the Twin City Club are also active members of MTM.

Bandana Square was formerly the Northern Pacific's Como Shops. The wooden building that the MTM used from 1973 to 1982 to store and restore such vehicles as Duluth streetcar 265, Dan Patch diesel-electric locomotive 100 and Northern Pacific steam engine 328 has been torn down, but the

other buildings have been refurbished for their new roles. The former blacksmith shop will soon be the new home of the Children's Museum.

A number of railroad artifacts are on display at Bandana Square as part of the railroad motif. Outside exhibits include an unmarked 0-8-0 steam engine, a diesel in Northern Pacific colors, the old transfer table and a water tower. Inside, there are many large photographs of trains, including a huge color photo of MTM's 328, taken by professional photographer Gerald Brimacombe, an MTM member.

The latest addition to the displays is a full-size reproduction of the front end of a Twin City Lines streetcar, built by member **Jim Ellman**, which was originally built for the Ramsey County Historical Society and displayed in the Landmark Center in St. Paul for two years as part of their "Rails in the Streets" display.

Dave Norman

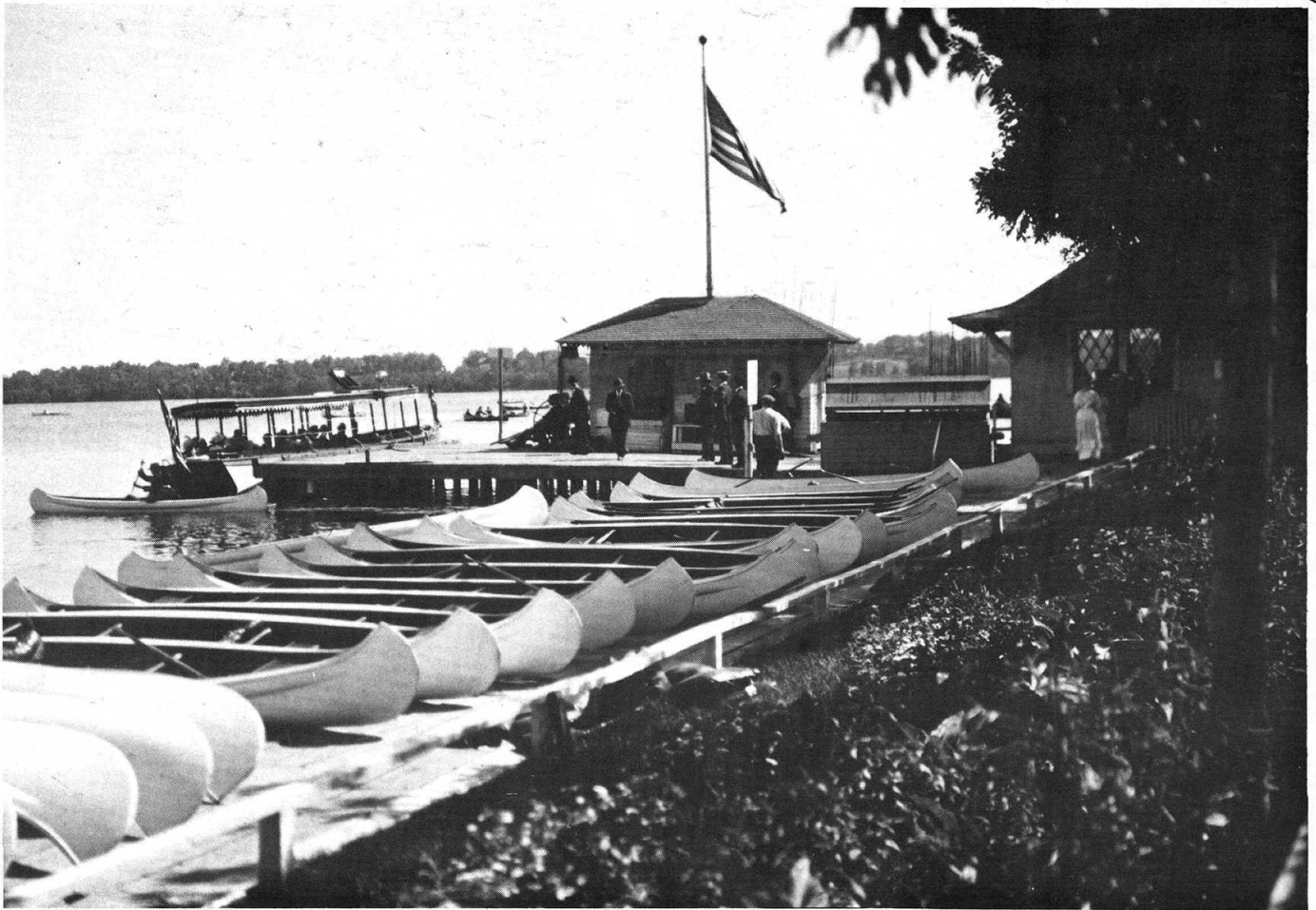


Twin City Model Railroad Club members Bill Praus, left, Art Peterson and club president (and MTM member) Paul Gruetzman prepared to drive home the gold spike, opening the club's layout in Bandana Square. Photo by Dave Norman.



MTM Member Loses House to Fire

Bob Kaphing Sr., of Sturgeon Lake, Minn., lost his house to fire in mid-December. Although nobody was injured, Bob and his family lost everything in the blaze. Bob has been very active in operations of the museum for the last several years and we at MTM extend to Bob the hope that he can rebuild as soon as possible. We would hope that museum members will gather 'round and help one of their own members in a time of need. If you can help Bob and his family, please call fellow member **Dorothy Hull** at 439-7216.



The boat dock at Lake Harriet in 1911 or later. Note that the little 1900 streetcar station (the building to the right of the one with the flag) had been moved to the lake shore where it

remained in use until at least 1939. Photo by Sweet Studios, Minneapolis; Minnesota Historical Society.

MTM Membership Application

The all-volunteer nonprofit Minnesota Transportation Museum was formed in 1962 for the purpose of finding, restoring and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by. If you like what you see in this magazine, how about becoming a member and helping us? It is a rich experience filled with fun and tradition. Join us today!

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
- ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
- ☐ MTM ASSOCIATE membership (\$10 per year).

All members receive the bi-monthly **Minnegazette** magazines at their homes.

- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax deductible).

Name _____ Phone _____

Address _____

City _____ State & Zip _____

Mail to: **Minnesota Transportation Museum, Inc.**

P.O. Box 1300, Hopkins, MN 55343



MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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